

THE BLOOMFIELD CITIZEN.

VOL. IV. NO. 23. WHOLE NO. 179.

The Bloomfield Citizen.

A WEEKLY JOURNAL

Local News and Home Reading

ISSUED BY THE

Bloomfield Publishing Company,

AT

BLOOMFIELD, ESSEX COUNTY, N. J.

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Matter.

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For particular particulars address or apply to

S. MORRIS HULIN,
PUBLISHER.

SPECIAL NOTICE.

Local news items, reports of Society meetings, etc., are solicited, and should reach the office not later than Thursday P. M. to be in time for the current issue.

Contributions and Advertisements should be sent to the office as early in the week as possible, and not later than Thursday, 1 P. M., intended for the current issue.

PRINTING.—Every description of BOOK AND JOB PRINTING done at this office, and at reasonable prices, orders respectively solicited.

OFFICE—Broad Street, Next to Post Office.

LOCAL AFFAIRS.

By our Regular and Casual Reporters
and Correspondents.

WALKS ABOUT TOWN.

Bloomfield's Street and Building Improvements for the Past Few Months.

TO THE BLOOMFIELD CITIZEN :

It has been often said by many people not familiar with the facts that Bloomfield is not progressive. If some of these will come with me for a little while for a short ramble through the town, I will try and show them some improvements going on, some of which they may be familiar with and some not.

STARTING AT THE CENTRE

We notice an improvement just completed at a cost of \$200 of the hard stone road and there which insures a permanent bed and grade, which was formerly very uneven and rough.

Crossing Bloomfield avenue, we notice the macadamized road from curb to curb in front of the American House, Post Office, etc. Going northward we come to

OUR BEAUTIFUL PARK.

Through the care and attention of Mr. Bailey Chairman of the Park Committee, the Park is now and has been all this year in splendid condition. What would Montclair, Grange, East Orange or many of the suburban towns and villages of New York City give for such a Park as we have? It is beyond value, and as the years go on and our Town becomes the beautiful city that it is destined to be, it will be appreciated more and more.

While we are here we notice the two new houses just built by Mr. Jacobson, and contemplate the improvements to be made in Monroe Place by the laying of 800 feet of sidewalk and the natural result of curbing the gutters that follows. Continuing our journey we come to

BEACH AND ELM STREETS

and notice that Mr. E. G. Ward has had 100 feet of sidewalk and curbing made on Beach street and that the sidewalk is now being laid in front of Mr. H. M. Barrett's, Mr. Barton's, Mr. J. P. Jones and Mr. Schuyler's, on Elm street, as well as on Belleville Avenue, in front of Mr. Schuyler's 2 houses, which includes the new one just built. This house is a decided change in the ordinary architecture of the times and is worth the attention and examination of those who contemplate building, as in many respects it is a model house. Mr. Schuyler will gladly show (I know) his plans to any one who would like to see them. Coming up Belleville Avenue we come to

UPPER BROAD STREET

and notice an improvement going on there that has been needed for 20 years or more. Let us stop here a little while and see just what has been accomplished and what will be within the next thirty days.

First we notice that a perfect grade has been made that will carry the water from Mr. Colfax's store all the way to James street and the stream that crosses under the aqueduct at the foot of the plane. To do this became necessary to excavate over 3,500 yards of earth, at a cost of about \$1,200 (money well spent.) This is now completed and the macadamizing of the same, 20 feet wide and 6 inches deep, is now going on and is completed to the New York and Greenwood Lake Railroad bridge, and will be finished to the contemplated length of 2,000 feet (which will bring it up to Osborn Street) in about two weeks. With this addition the macadamized roads will have a completed length from the centre of over 4,400 feet, and will prove that the hard stone roads are a complete success, the best and most

economical investment the town has ever made.

Coming back to Mr. Colfax's we notice that he has put in a curb the full front of his place and macadamized to the curb. We notice also the filling in of the low grounds opposite—a great and lasting improvement.

Continuing up Broad Street again we notice that Mr. Walter S. Freeman, following the improvements going on, will lower his present sidewalk and put down flagging the full front. We now turn up Benson Street and find that the surplus earth from Broad Street has been used for grading there, which has also made a great improvement. Continuing to Ridgewood Avenue, on our way to Bloomfield Avenue, we notice that three new houses have been built, two of them by Mr. E. W. Cross. Crossing Bloomfield Avenue we come to

GLEN RIDGE.

At the present time Glen Ridge is perhaps the busiest place (some say the most progressive) in Bloomfield Township. The various improvements now being made under the control of Messrs. A. G. Darwin and J. D. Gallagher and others will repay us for stopping a little while and making more than a cursory examination.

Standing at Glen Ridge depot, after noting the beauty of the Club House, we see that there is under way a railroad depot that will be a model when finished. As we pass along Ridgewood Avenue we come to Clark Street and notice several large houses completed or under way, the street all graded, flagged and guttered. Going down Ridgewood Avenue and turning to the left we find houses going up in every direction—all of them first-class—making Glen Ridge a village in itself.

Going through Hillside Avenue and turning into Washington Avenue, we see several more houses being built, and learn that several more are planned. Continuing our journey we return to our starting point after a trip of a couple of hours.

If I have not convinced you that Bloomfield is progressive, I feel that you and your friends are past convincing, as I have shown you over \$75,000 of improvements, and all within the last six months, and in but a small portion of the town.

C. E. McDowell,
BLOOMFIELD, N. J., Sept. 20, 1884.

AN OLD LANDMARK GONE.

The Last Log Sawed at Dodd's Saw Mill.

Dodd's sawmill pond, on Glenwood Avenue, near Dodd street, is a thing of the past. The old saw has made its last stroke and in a few days the old sawmill, which for one hundred and fifty years has stood upon its present foundations, will be demolished.

The old mill pond is to be the site of the disposal works of the sewerage system to be introduced in East Orange, and the township, having purchased the property, Saturday was fixed as the time for drawing the water off. Mr. I. L. Dodd, the recent proprietor, determined to do honor to the old mill, and make the occasion a memorable one. At his invitation about forty gentlemen assembled at the old mill shortly before 3 o'clock Saturday afternoon.

The large whitewood log lay upon the saw-carriage ready to be sawed into planks, and to each member of the East Orange Town Committee was assigned the duty of sawing one of these planks. The saw was started at 3 o'clock by Committee man Samuel C. Jones, the oldest member, and forty-five minutes later the old saw made its last stroke and the gates of the dam were raised. A table was constructed under the trees of the plank thus sawed, and two hours were pleasantly spent in feasting, appropriate speeches, etc.

Just when the old mill was first built and by whom there is no record, but tradition says the mill is nearly 150 years old, and was built by Linus Dodd, grandfather of the late Captain Uzal Dodd. The mill has always been in one of the numerous branches of the Dodd family, and has always been run by a Dodd except for three or four years forty years ago, when it was leased by Aaron Pierson. The old mill for many years was owned by Capt. Uzal Dodd and his father, and in 1858 the last owner, Mr. V. L. Dodd, bought the mill and began the manufacture of carriage hubs. They continued the business until 1861, when I. L. Dodd took over his partner's interest, gave up the hub business and returned to sawing lumber. Since then he has cut up into lumber and kindling wood between 400 and 500 acres, and planks and timbers saved at the old mill have been shipped to California, Europe and Australia.

The old mill itself stands to-day just as it was first built, and the great heavy beams of which it is framed appear solid enough to stand for another 150 years. An interesting fact is that the rails of the carriage-way are a portion of the rails used in the construction of the Morris & Essex Railroad, and over which the first trains were run. They are the old-fashioned rail about two and one-half inches wide and three quarters of an inch thick, and were spiked to timbers as the horse car tracks now are.

The dam was first built near Dodd street, and the mill pond covered only a little over an acre, but in 1863 the present dam was built and the pond enlarged to about eight acres for the purpose of cutting ice from it in the winter. Mr. Dodd, in partnership with Frank Van Ness, cut the ice for two winters, and then leased it to the Newark City Ice Company, who cut ice from the pond for ten years.

With this addition the macadamizing of the same, 20 feet wide and 6 inches deep, is now going on and is completed to the New York and Greenwood Lake Railroad bridge, and will be finished to the contemplated length of 2,000 feet (which will bring it up to Osborn Street) in about two weeks. With this addition the macadamized roads will have a completed length from the centre of over 4,400 feet, and will prove that the hard stone roads are a complete success, the best and most

BLOOMFIELD, N. J., SATURDAY, SEPTEMBER 25, 1886.

TWO DOLLARS PER YEAR.

VICINITY NOTES.

For Husbands Only.

Orange.

At the last meeting of the Board of Education, only one bid was received for supplying the schools with coal during the coming winter. This bid was from Spottswood & Co., and it was laid over, it being alleged that the dealers were in combination, and that they believed that they controlled the coal business, had awarded the contract to one of their number. On Wednesday a communication was received from Spottswood & Co., withdrawing their bid, unless twenty-five cents per ton were added to the price given. The board had secured other bids, however, and the contract was awarded to Thomas McCord, who offered to deliver coal on the cars, at any station on the Greenwood Lake Railroad, at the following prices per gross ton: Egg, \$3.55; grate, \$3.40; stove, \$3.90; nut, \$3.45. The supplies committee were instructed to arrange with the Fire Department for the carting of the coal, and if not with them then to secure other parties.

The projectors of the proposed armory building to be erected upon land in the rear of the post office building have secured pledges for \$6,000 worth of stock instead of \$5,000, the amount at first proposed to be raised, and the erection of the armory now assured. Estimates have been secured, the work will be begun at an early day and it is proposed to have it ready for occupancy by the Third Battalion some time in December. A meeting of the stockholders will be held on Monday evening next, when an organization will be effected.

JAMES O'MARA, the Centre street blacksmith, paid \$12.70, Wednesday, for pulling Christopher Eberle, a Livingston farmer, from his wagon and assaulting him. Eberle, in driving through Centre street, had knocked down O'Mara's child that was playing in the street.

East Orange.

The work of constructing the sewerage system is fairly under way and some of the pipe has been laid in the trenches and covered up. Mr. Coyle, the contractor is hurrying up the delivery of ten carloads of pipe owing to several transfers on the railroads, has been delayed on the way. About seventy men are now at work and more will be brought on soon. Frequent applications from men who want positions ranging from digging in the trenches to inspecting division of the work, indicate that it is attracting the attention of people outside of the town and even at a considerable distance.

Montclair.

Several days ago a horse and buggy were stolen from the stable of Abraham P. Smith, of Montclair. Telegrams were sent to the Newark and Elizabeth police, and the latter arrested William Borninger and Thomas Miller, two Newark youths, who had the stolen rig in their possession. In the Court of Quarter Sessions at Elizabeth, Judge McCormick sentenced each of the young men to one year in State Prison.

BY ORDER OF COMMITTEE.

BLOOMFIELD BRIEF LOCALS.

Rev. H. W. Ballantine reached home from his vacation on Thursday afternoon

The original Jubilee Singers of Fisk University, are to give one of their concerts in Library Hall, October 5th.

Mr. Wm. C. Carl announces that he will give instruction on piano-forte and organ, in Bloomfield, Tuesday and Friday of each week.

Rev. Mr. Simons goes to Troy next week to give an address at the anniversary of this Mission Society of the First Baptist church.

Mr. John G. Keyler and wife returned home on Wednesday, this week, from a ten days trip to Ohio. A stoppage over was made at Niagara Falls, on Monday and Tuesday.

Thos. B. Baxter has sold the Pickwick property, corner Ridgewood Avenue and Washington St. to J. P. Firing of New York, also the Thayer property, on Ridgewood Ave. to L. A. Benedict.

A Prohibition meeting will be held at the Alpine Club room, Watessing, on Monday evening.

Miss Cruttendon, of Montclair, will open a school for dancing and deportment at Miss Henrietta Northall's school, Bloomfield, N. J., on Monday, Oct. 4th, 8.30 o'clock.

Private lessons given at the Academy. Private classes instructed out of city when desired.

For further information please send for circular or call at residence.

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